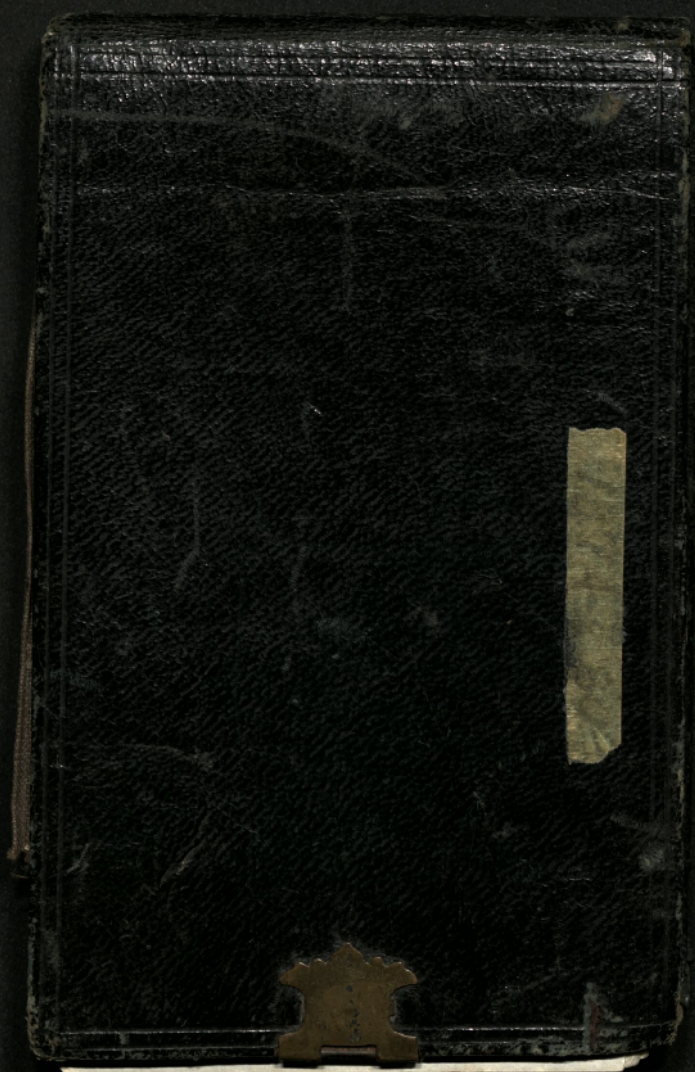
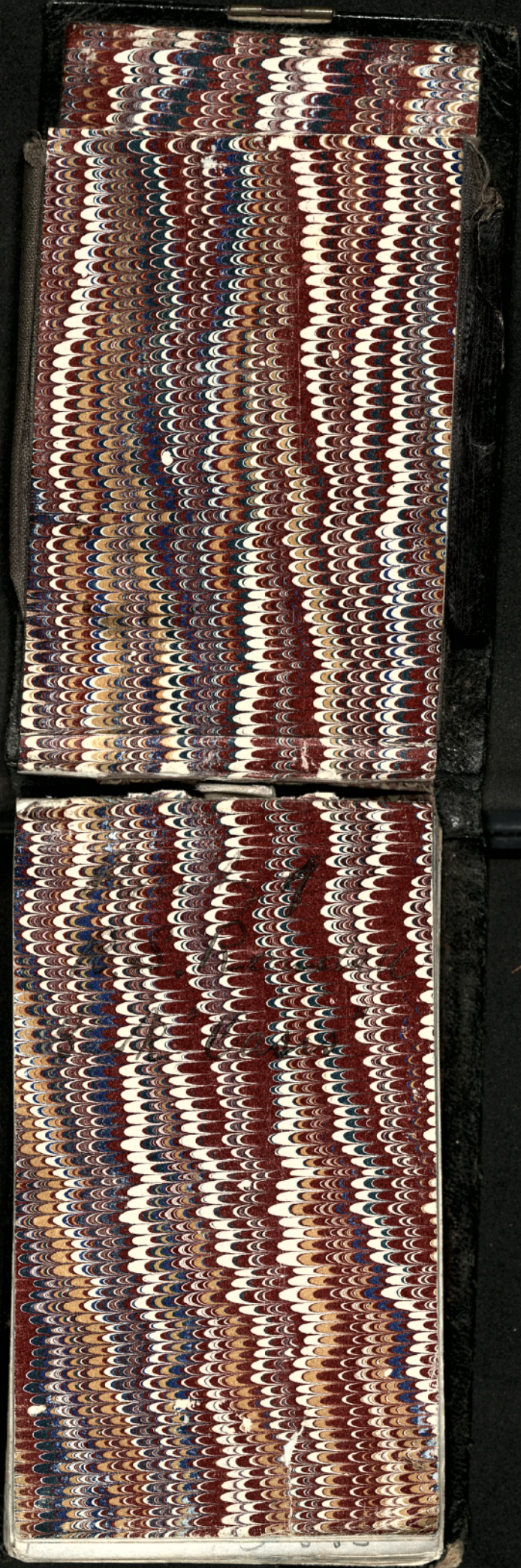






RS Randall
Bark "Dacia"
Canary Islands 1874

5 sh d
38 = 75 50 $\frac{2}{3}$ ~~for~~ %1

Rate of Exchange
Freight payable

This ink made
April 2nd 1874 from
Cocpenil Bings & small
quantity alum & hart's horn

January 1st 1874

Blowing strong from
N.E. Lying at anchor
at Las Palmas. no visit
yet no Communication with
shore, Boatman
brings some fresh meat &
vegetables

April 18th

Simon Jones & Co
"Bankers"
Draft for

Gold 13 $\frac{7}{8}$ 1935.87

\$ 1700. St. John
Money

Jan 2nd
" still blowing
fresh from E & E
official won't come
No Communication
with shore

3rd got visit at midday
go on shore
Cash from Consul \$20 Paid
Mammilla 15^c
N2 Cotton 38^c
14^c making
2^c a number decreasing

Jan 4th Sunday
got ton Coal from English
Brig £2 = \$12

Monday 5th go on shore
get swamped in surf
Recd 2000 Sacs from shore

Tuesday 6th go on
shore, Marketing \$4
Cash to Peter \$1-
Holiday on shore
Comed filling sacs

Wednesday 7th Comed
discharging go on shore in
Launch. Come off in shore
boat
Pay for Labour 75.

Got from Repope oil, Tar,
paint, brushes &c

Shoes 325

Cash to Peter \$1-

Discharged 750 Sacs

Thursday 8th Blowing
strong from South
Got only one Launch
120 Sacs go on
shore in own boat.
Blacksmith 50 Shovels \$1-

Mending pants &c \$1-

to Labourers employed from
shore

Friday 9th Fine, light variable
-le winds. Six men employed
from shore Discharge 1200
Sacs

Pay for Labour 25-cts

Salaries 45

go on shore in own boat

Received 2000 Empty sacs

Saturday 10th

Surf bad. Got no
lighters. 6 men employed
from shore

Sunday 11th Surf bad
Go to shore marketing
in own boat

~~Borrow Cash from Mr. Turn-~~
~~bull \$15 - marketing \$15.40~~
52 kilos beef \$11 - about 9 lb
a lb.

Cash to Peter \$1-

George 1- ✓

Exchange 38[¢] for 75[¢]
~~76~~

Monday 12th Fine weather

Discharge 1350 Sacs
guano 1338

~~Cash of Rodriguez \$20~~

going on shore & back \$2

6 men employed from
shore

Tuesday 13th discharged
1190 Sacs guano
" 87

10 men employed from Shore

3) 135-98
5-33

Wednesday 14th

Discharged 1000 Sacs
guano 997
10 men employed
from shore

Cash to Georg Miller \$25.

John Jacobson ✓ \$35.

Wm Bjorland ✓ \$25.

This was on 15th

~~Cash from~~

Bay Sugarbees 180

Thursday 15th Rainy
discharged no cargo

13 men employed from
shore

Cash from Repoché 200.

Capt Prince Arrived

Discharged 142105-26
229

Recd from Repoché the
sum of 142,000, 100 + 5 Reals
total + 26 Cjs in cash for
advance freight, equal to
\$1500 at the current rate of
exchange of 38 pence per
15 Reals.

3) 1598
5-33

Friday 16th 11 men from
Shore
Marketing \$11.20
985 Sacs discharged

982

Cornet arrived

\$200 Cash from

Saturday 17th Repock
308 Sacs Quano discharged

12 men employed 1/2 day
Total Sacks discharged

6895
2291
7124

111

Sabor to date 74 days
Consul paid

Sunday 18th

10660

15

53300

10660

159900

Monday 19th

\$200 - Cash from Repock
Send to Briggs & Cushing
Bills for \$1500

Discharged 480 Sacs

no men employed from
shore

Write Briggs & Cushing Gilchrist &
& Sorath

7125
480
7605

10660
74620
5330
79950
2
3) 1598
533

Tuesday 20th

No Cargo
discharged this day
8 men employed from
shore paid \$8
Cash to Peter \$30.

JUAN BAUTISTA RIPOCHE
LAS PALMAS
GRAN CANARIA

Wednesday 21st

Marketing	60 Kilos
beef 28 qts at	\$13.37
Vegetables	1.90
fish	.60
	<u>15.87</u>

8 men employed from
shore paid \$8 -
Cash to Cook \$20

Discharged 780 Sacs

7605-
780
8385-

JAS. PALMAS

RIPOCHE

Thursday 22nd Fine weather
 discharge my cargo.
 No labourers
 employed

Cash from Repuco chf 100-

2000
 2000
 2000
 2000
 2000
 2000
 12 -

2755-
 1500
 4255-

Friday 23rd Fine weather
 fresh breeze from South
 Mail Steamer sailed for
 England
 Discharged Sacs 450

Empty Sacks Recd 11750
 12000

8385
 450
 8835- total sacs

Thursday 22nd

Saturday 24th

Discharged
no Cargo no men employed
from shore

Sunday 25th blowing
fresh from N.E. Capt
Prince ported his cable
& come near going on
shore

$$\begin{array}{r} 5 \overline{) 11490} \\ \underline{2198} \\ 3360 \\ \underline{137880} \\ 6894 \\ 1015 \overline{) 827180} \overline{) 815} \\ \underline{8110} \\ 1528 \\ \underline{1015} \\ 5130 \\ \underline{5075} \\ 55 \end{array}$$

Monday 26th

Discharged
920 Saes

$$\begin{array}{r} 8835 \\ \underline{920} \\ 9755 \end{array}$$

370 Tubs 5 saes

Tuesday 27th

Discharged 415 Saes

8 men employed from shore
\$8 - paid

$$\begin{array}{r} 9755 \\ \underline{415} \\ 10170 \end{array}$$

Wednesday 28th

5 Men employed from shore
Marketing \$16.30 \$5 - paid

1320 Sacs discharged

15000 Empty Sacs

11446 on Mole

104 wet

10120
1320
11490
38
52

Kelos 823,830 Sacs =
11334
104 wet
11438

Thursday 29th

Cash from Repache \$100
7 men employed from shore
\$7 - paid

discharged no Cargo
would not give us 2 bunches
Jennie Prince working

Friday 30th

Discharge 20 Cargo
would not give us
Launches. Jennie Prince
working - Fine weather

Saturday 31st

Cash to Cook \$5 =

.. Peter \$10 =

Cash for Labor \$ 1,50

Discharge 1189

Peter Comd taking up on Shore

American Schmr Jonas Smith
sailed for Cuba

Cook & Lewis & goes on
shore

11490
1189

12679

on Shore Day

12635

Kelos 91.2072

Sunday February 1st

Carpenter Bot. Harry, Jim
Hans, & Peter, get money
and go on shore on liberty

wrote Briggs & Cushing

Monday 2nd

No Saboteurs

~~Robt Nelson~~ on shore
~~Hans Sind~~ ^{overstaid}
~~Jens Peterson~~ (Their time
~~J. Jacobson~~ returned in
evening

Tuesday 3rd

Discharged 1109 Sacs

84362

Cash to Lannochman loading
150

Eleven men employed
from Shore \$11 - paid
1 man 1/2 Day

Wednesday 4th

Sixteen labourers employed from
Shore paid \$16 -

Cash from Repache
\$100 -

Cash to Fred \$2 -

Fred. went on shore

Thursday 5th
Marketing \$ 19.55 -

Cash to Mr Hile \$ 10 -
" Previously - " 10 -

934 Sacs 718 16 15 kels
25 sack
959.

Total Kels 1069.450

13 Laborers employed from
Shore paid \$ 13 -
Labor loading \$ 1 -

Total Kels 1069.450

Friday 6th

14 men employed from
Shore paid \$ 14 -

Saturday 7th

13 Laborers employed
from shore paid \$13=

Discharged 1570 Sacs
102 wet not weighed

Kilos 110,233

Cook Comed work again
after being off duty on
shore 1 week

Cash from Repache \$100=

Sunday 8th

Marketing .75=

Cash to Mr Hill \$10=

Monday 9th

"Belgian Lion" Come
on board Saturday Night
Com^d work This Morning

13 Men employed from
shore, paid \$13 -

Discharge No Cargo
"Jemie Princes" day to
work. Com^d taking in
ballast got one load
about 6 tons

~~Tuesday 10th~~

13 Men employed from
shore Paid \$13 -

Discharged 1171 Sacs

Pelo. 86290

~~Tuesday 10th~~

Wednesday 11th

12 men employed
from shore paid \$12 -

got 2 loads ballast

Thursday 12th

Go to Market buy & vegetables

\$14.23

13 men employed from
shore paid \$13-

Discharged 1065 Sacs
Guano
Twining 80243 Kilos.

Cash to Sannemmen loading .50

1320 tons out

Total Sacs Discharged
18555

Friday 13th

Cash from Repoch
\$200-

Got 1 Load Ballast
discharge no cargo

8 team men employed
from shore paid \$11-

Saturday 14th Febru.

Discharged 534 Bags from
Kilos. 39,320

Nine men employed from
shore paid \$9-

18555-
534
19089 total sacs
1385,536 total Kilos
1365 tons out

Sunday 15th

2 Sacs Potatoes \$2.50

Capt Prince on board P.M.

Monday 16th Holiday
no working. Go on shore
and take a ride into the
Country

Tuesday 17th

Blowing heavy from
N. E., no communication with
shore on account of heavy
surf

Wednesday 18th

Blowing fresh from
N.E. heavy sea running
not possible to communicate
with shore

Belgian hauled up with -

Thursday 19th blowing
fresh from N.E. bad sea
running. No communication
with shore

Friday 20th blowing strong
from N.E. no communication
with shore

Saturday 21st Marketing
~~Shipping~~
52 cwt beef 11.60
Potatoes 4
Butter Cheese &c 2.70

18.30
got 1 small Spanish Ballast
discharge no cargo Jennie Prince
working

Conguls' Son 15 days taking
off 22 working days thus
far discharging

Sunday 22nd

February 81 last Sunday
Monday 23rd

discharged 1756
~~1675~~ Sacs
Six men employed 21,510 Kilos
from shore paid \$6-

Total Sacs 20764
Kilos 1507,046 the 81 Sacs
Tons 15/14 95-7

Tuesday 24th

Cash to Cook \$3
Six men employed from
shore paid \$6-

Wednesday 25th

Cash to Bill \$6 =
Petr. 3-
Finished discharging
Discharged 1322 Sacs
94,234 Kilos
8 men employed paid \$8-

Sacs Conly on fr. 23000
Sent on shore 632
22368

Total Sacs 22,395

23 working days
8 Discharging

Thursday 26th

Butter #392 -

Bob Postage

Potatoes #16 -

Cash to Mr Wilson #3 -

Filled oil Can

Friday 27th

Moderate breeze
from North heavy surf
on the beach. No Comm-
-munication with shore

Braised Bbl Pork

Saturday 28th

Blowing fresh
from N.N.E. heavy surf on
the beach. no Communication
with shore

Sunday 1st March

bad sea
running. No Communication
with shore

Monday 2nd bad surf on the
beach. myself & Capt Prince
going on shore with 4 men
in the boat got swamped
in the surf

Tuesday 3rd

Go on shore in
Balaskos' boat

Cash from Repache \$200.

Dinner \$1 -

\$47.50

Wednesday 4th

Marketing \$13.30

Cash to Peter " 5.00

2 Scrub brushes " 2.00

Postage Russia 11^d

Sweden 10 do

Thursday 5th

Cash to Mr Wilson \$5⁰⁰ ^{cp} _{or 9d}

Olives \$1.50

Consul's Son 15 days taking care
23 working days discharging

23

24

2

48

Friday 2⁶ th

15 5

Cash from Repache

Eggs 1.20 total \$140.00
Dinner .75

Settle up with Consigner
& Consul

Saturday 7th
sea, but all ready for
send letters to Briggs & Cushing
& Baring Brothers, & Capt Rogers
Marking \$ 24.74

Sunday 8th at 12 noon
light breeze sprung up from
N.E. got under way
and sailed from Las Palmas
for Savannah

Monday 9th fine breeze
from N.E. & E.N.E. steering
W.S.W.
Lat $26 = 26 = 15$
Long $17 = 48$
Dist $180'$
Course made good S.W. by W

Tuesday 10th

light breeze from N.E.
to East. Lat $24 = 42$
Long $19 = 47$
Compass Course W.S.W.
made " S.W. $\frac{1}{2}$ W
Dist $146'$
put Starboard topmast & lower St. dsl.

Wednesday 11th
Fine weather moderate
breeze from N.E. to East
Lat $23 = 02$ Air $70'$
Long $22 = 04$
Dist $162'$ Course
steered W by S $\frac{1}{2}$ S
Course made good S.W. $\frac{1}{2}$ W

Thursday 12th moderate breezes
from E.N.E. to N.E.
Lat $21 = 34$
Long $24 = 40$ D.R.
Dist $163'$

Friday 13th moderate breeze
from N.E. to E.N.E.
Lat $20 = 58$
Steering W by N Long $27 = 46$
Course made Dist 173
good W $\frac{1}{2}$ S

Saturday 14th March 1874
Fine N.E. "Trades"
going rapidly on our journey
air 73° Sat. 20 = 37
Long 31 = 45
Dist 221
Course $18\frac{1}{4}$ S

Sunday 15th Fine Trades from
E + E. N.E. Sat 20 = 32
Long 35 = 41
Dist 216
Course W.

Monday 16th Fine Trade wind
from E + E. N.E. Signaled Norweg-
= ien Bark "Finn" in ballast 32
days from Rotterdam for New-
Orleans -
Sat 20 = 35
Long 39 = 11
Dist 192
 $6\frac{1}{2}$ N

Tuesday 17th light breeze
from East to S.E.

Sat. 20 = 30
Long 42 = 03
Dist 157
Course West

Wednesday 18th moderate
breezes from S.E. to
S.W.

Sat. 20 = 29
Long 44 = 41
Dist 143 W.

Thursday 19th Cats paws from
S.E. to N.W. much rain
no obs. } Sat 20 = 07
D.R. } Long 45 = 58
 } Dist 72
 } by S

Friday 20th First part, Cat.
paws from Northward & Calm
with rain - At 8 P.M. Trade
wind come back again

Sat. 20 = 01
Long 48 = 25
Dist 135
Course W.

Saturday 21st Fresh
N.E. Trades

Lat. 19 = 42
Long. 52 15
Dist 213
W 1/2 S

Sunday 22nd Strong trades
part the day

Lat 20 = 25
Long 56 = 22
Dist 230
W by N

Monday 23rd Light variable
trade winds

Lat. 21 = 24
Long. 59 = 16
Dist 163
W N W.

Tuesday 24th Light variable
Trade winds

Lat 22 = 10
Long 61 = 07
Dist 116
Course W N W

Wednesday 25th Light
variable Trade winds

Lat 21 = 51
Long 63 = 36
Dist 140
Course W N W

Thursday 26th Fresh Trades
from E.N.E. & East

Lat 23 = 51
Long 66 = 46
Dist 185
Course W N W

Friday 27th Light Trade
winds from E.S.E.

Lat 24 = 49
Long 69 = 03
Dist 140
Course W N W

Saturday 28th Light breezes
from S.E. & S. little rain
squalls. painting in Cabin
use up all the turpentine and
take some Kerosene

Lat 25 = 32
Long 71 = 07
Dist 120
W. N W

Air 86°

3 March - March, 1874
Sunday 27th light air, all
around the Comps
Lat 26 = 09
Longitude 72 = 11
Sargasso weed } Dist 65°
Course N N W

Monday 30th light air all
around the Comps
Lat 26 = 28
Longitude 73 = 10
Dist 55'
Course 10 N W

Tuesday 31st light air from
E N E, to S W. Lat 27 = 04
Longitude 74 = 58
Dist 103'
Course 10 N W

Wednesday 1st April
Moderate breeze from
S S E, to S S W. Lat 28 = 28
Longitude 76 = 47
Dist 124'

Thursday 2nd Fresh breeze
from S S W till midnight when
it from N W, in rain squall
rather part Calm & Calm
paws
Lat 29 = 28
Longitude 78 = 30
Dist 114'
Course N W by 10

Friday 3rd variable winds from
West to N N W, rather part
fresh gale reefed topsails
at 3 P.M., entered Gulf
Stream
Lat 29 = 00
Longitude 79 = 54
Temp. water 80 Dist 74'
W by S 12 S

Saturday 4th light variable
air from North Westward
tacking off & on in the
Gulf Stream Lat 29 = 56
Longitude 80 = 06
Several sail in
Company Dist 56
N by W

Sunday 5th light air from
Southward, at 6 P.M. made
the land Tybee island
through the night lying
off & on Tybee light bearing
about W. by W. at daylight
got Pilot & came to anchor
at 7 A.M. in outer Roads

Monday 6th at 7 A.M.
anchored in outer Roads
start for Savannah in
Pilot boat, got to town at
3 P.M. got orders for
St John N.B.

Tuesday 7th at 12 Midday
start for Tybee in Tow Boat
at 5 P.M. go to sea
paid Telegram to Freeport \$2.
Fresh fish 1.50 Dinner 1.50 - \$.

Wednesday 8th light
variable breeze from
South & Eastward

Sat 11th 32-13
Dory act,
~~Nautical time~~
Civil time

Thursday 9th the wind ^{hauled} backing
from South ^{to} blowing fresh
at midnight blowing heavy
gale from S.W. scudding
under bare poles. at 8 A.M.
hauling from West Comed
making sail ends fresh
breeze from W. N.W. at 3³⁷=08
at 5 A.M. come out from Long 73=36
the Gulf Stream through mistake
This includes Friday from midnig.
forward

Friday 10th from Midnight
to noon is above. Latter part
wind moderating and hauling
from N.W. Bar rising
at 4 P.M. sent down some Royal
Yard & gear

Saturday 11th good breeze
from W. N.W. at 11 P.M. wind
come from N.W. in heavy squall
reduce sail to lower topsails
freezing cold

Sunday 12th blowing heavy
from N.W. freez ing Cold
Batter part set of courses &
reefed upper topsails

Lat 39=44

Long 70=09

Monday 13th Fresh gales from
N.N.W. moderating Batter part

Lat 40=42

Temp: 30°

Long 68=02

Dist 112

Tuesday 14th fresh breezes
from S.W. at 1 P.M. in
consequence of Chronometer
being in error made
Cape Sables and thought
it Seal Island, hauled up
& just fetched between Seal
Island & Mud isle

Wednesday 15th moderate
S.W. wind at 1.30 A.M. made
the light on Moose Peak at 6 A.M.
took St John pilot at 7 P.M.
Anchored outside
Partridge Island, thick
fog

Thursday 16th took
tug boat & came into
St John harbour
haul into ballast wh-
arf. Sailors go on
shore,

Friday 17th
marketing \$220
commenced discharging
ballast, Snow storm

Saturday 18th discharging
ballast made a draft on
Briggs & Cushing for \$1985.87 Curr
Acct. to Gold \$1700 - 13 7/8 prime
paid off 7 Steamers \$722.81
Postage Oyster 1.00
Fish .30

Sunday 19th Cold & showery
Howard Keizer on board
Extra mep \$11. Prime Pork \$15-
Flour "Rega" make \$750 -
want 6 oak Capstan bars 5 feet
long 3 in hole

Monday 20th hauled to
to loading berth, make
fast to buoys in river
Fresh fish 130 boat on
board, 25^c apples 45
gave Consignee notice
that Shp is ready to
receive cargo & that
lay days will commence
tomorrow

Tuesday 21st
Quarter beef 10.80
Boatman .75

Wednesday 22nd
Cast to O'Leary 5 -
" Mr Hile 10
At 8 am, start for Freeport tickets
\$14.50 - at 12 30 midnight.
at Freeport

Thursday 23rd At Freeport
go to Yarmouth, call on
Cushing & Briggs

Friday 24th hire team
of True & Russel go to Freeport

Saturday 25th myself &
Annie go to mother's

Sunday 26th heavy
snow storm

Monday 27th myself &
Annie go to Portland

Tuesday 28th Changed
gold into greenbacks \$726.03
Changed \$300 St John bills
into Greenbacks for \$336 -

Wednesday 29th myself &
Annie go to Freeport then to
my Father & to Yarmouth
to mother where find Susan &
Sarah

Thursday 30th at Yarmouth
Cold weather

Friday May 1st Go to Freeport
+ settle with Briggs Lushington
Evening go up to Annie's father

Saturday 2nd at Mr Towns-
ends

Sunday 3rd at Townsends
take stroll in woods get
some may flowers fine
warm weather. snow
going off rapidly

Cash from Graybill 297.75

Monday 4th go to Yarmouth

Tuesday 5th at
Yarmouth

Wednesday 6th at
2 P.M. go from
Yarmouth to Portland

Thursday 7th at Portland
Pay for repairing watch \$4.95
at 6 P.M. Start for St. John
Fare \$11.-

Friday 8th at 4 P.M.
arrive at St. John
Cash for boat 50 Bus 21.50
Hamp 4.20 Carriage 25
Bbl Potatoes \$1.90

New Years day 1880
Ship J. A. Briggs - from
San Francisco for Liverpool
First part Calm at 1 PM,
breeze come from E by N
at 8 blowing Heavy Gale
took in sail to lower
Fore & main topsails
 Latter part moder-
ate - thick weather
No Mr.

Lat 29 R. Long 52.21
~~Lat~~ 86 Bar 29.21

January 2nd First.
at 3 PM. light air
spring up from west
- heavy sea coming from
East. Latter part wind
hauling northerly
Lat 50=17 Long 52=56
Dist 62

3rd Moderate breeze
from N by E weather
Hazy - at 3 PM,
saw a immense large
ice berg - judge it to
be 1500 feet high above
water Latter part fine
wind from west

Lat 48=42 Long 51=38
Bar 29.22
Dist 67

4th First part fine
weather, fresh wind
from S.W. Latter part wind
moderating & hauling north

Lat 46=22 Long 48=31
Dist 82.8
Bar 29.60

New Years day 1880

Monday 5th Jan 1880

variable
wind & weather, at
times rainy & foggy
tacked ship took
Bark in company
standing by the wind to
westward, we out sail
her

Lat 45=32 Long 46=31
Dist 90¹ Bar 29.20

Tuesday 6th

Variable wind &
weather - Fleckla washer
and dried clothes have
so far been favored in
catching rain water to
wash & with

Lat 44=28 Long 40=23²
Dist 275¹ *

Three
days previous & R

Wednesday 7th

Good breeze
from W. to S.W. fine
weather, all sail
out -

Lat 41=56 Long 38=47
Bar 29.54 Dist 170

Thursday 8th Fine weather

moderate wind from N.
At 3 PM, overhauled and
signaled with ship
Drumhead of Liverpool.
82 days from San Francisco
for Liverpool - She thus sail
5 days after our arrival
at this co -

Lat 40=09 Long 36=11 Dist 175

1880

Friday 9th Fine weather
smooth sea light wind
from North at 8 AM.
Signalized English ship
Bremen 2794 tons. Sailed
from San Francisco one
day before us, bound for
Liverpool

Lat. 39=30 Long 32=46 Dist 106
Bar 30=30

San Francisco to Liverpool
for

Saturday 10th Fine weather
= per. Moderate steady
breeze from N.W. to
N.N.E. wife quite unwell
with ulcerated throat. Chil-
dren wild and frolicsome
as untamed Colts

Lat 38=31 Long 29=16 Dist 180

Sunday 11th Fine weather
smooth sea light air
from N.N.E. at N.E. at
8 PM. tacked to N.W.

Lat 37=37 Long 29=17
Dist 60 Bar 30.35

Monday 12th Fine weather
smooth sea light air
from N.W. to N.N.E.
a Bark in sight standing
with us to N.W. Carpenter
calling the gal. for cattle

Lat 36=53 Long 30=53
Dist 90 Bar 30=23

Tuesday 13th Fine weather
moderate wind from N.N.E.

Lat 35=04 Long 32=45
Dist 130 Bar 30.19

1880

1880

Wednesday 14th Jan
 Fine weather "smooth"
 sea moderate breeze
 from NE
 Signalled English
 Brig from Rio Grande
 for Pernambuco

Bar 30.00
 Lat 33=11 Long 34=28 Dist 136

Thursday 15th
 Fine weather
 moderate steady wind
 from NE by E, appearing
 like a trade wind

Lat 31=04 Long 35=40 Dist 140 N.N.W.
 Bar 30.02

Friday 16th Thick weather
 -rainy- saw about 2 Cal
 rain water

Lat 29=04 Long 36=00 Dist 124
 Bar 29.85

Thick Saturday 17th
 Thick weather, rainy
 at times heavy squalls
 from North
 Lat 28=55 Long 36=40 Dist 52 E/S

Sunday 18th Thick wea-
 ther, Rainy wind from
 W.
 Lat 28=20 Long 34=42 Dist 75 E/S

Monday 19th Partly clear
 light wind from N.N.E.
 Signalled American Bark
 E. Blanchard from
 Montevideo for New York
 27 days

Lat 28=20 Long 33=20 Dist 75 E/S

Tuesday 20th Fine weather
 light wind from N.N.E.
 Lat 28=35 Long 31=00 Dist 78
 E/S
 Bar 30.12

1880

Wednesday 21st January
Fine weather. light
airs from N.N.E.

Tedious, tedious,
Lat 28=29 Long 31=12 Dist 40

Thursday 22nd Fine weather
light air from
N.E. to North. Stood to westward
through the night

Lat 27=52 Long 30=50 Dist 40 ENE
Bar 30.14

Friday 23rd Fine weather light
airs from N. to S.E. & Calm
Drying & airing 'all spare
sails & lines

Lat 27=28 Long 30=15 Dist 40 N.E.

Saturday 24th
Fine weather
light air from W. & N.E.
Tacking as wind favors
Lat 26=43 Long 30=12 Dist 50

³¹
³¹
²⁴
86
Sunday 25th light air from
W. to N.E. Tacking
as wind favors.
we hope have at
last got the trade winds
and that they will hang
more easterly as we go N.
Lat 25=39 Long 31=03 Dist 80

Monday 26th Fine weather
moderate trade winds
from E.N.E. Tacking out all the
cabin windows & blinds. Cleaning &
varnishing them -

Bar 30=12
Lat 23=23 Long 32=12 Dist 153
N.N.W.

1880
Tuesday 27th January
from E. to E. N. E. occasional
rain squall.

Lat. 20-53 Long. 32-24 Dist 150

Wednesday 28th ^{31 1/8 today}
fine weather good trade
outside - The boys taking
The Cabin windows out painting
overmashing them. Bar 30.00

Lat. 17-59 Long. 32-35 Dist 174 N.

Thursday 29th Fine trade
from East The children
much enjoy saltwater bath

Lat. 14-37 Long. 32-17 Bar 30.05

The Baby Tom Cut his first
tooth
San Francisco for Liverpool

Friday 30th Fine fresh
trade, occasional rain
squall

Lat. 11-09 Long. 32-10 Dist. 209 N.
Bar 30-05

Saturday 31st Fine strong
trade, occasional rain
squall Dist 224'

Lat. 7-25 Long. 32-10

Sunday 1st February
Fine S.E. trade
passed English Bight
Below London bound S.
Lat. 3-57 Long. 30-42
Dist 234 Bar 29.90

Monday 2nd Fine mod-
erate S.E. trade wind

Lat. 01-14 Long. 31-00
Dist 157

1880

Tuesday February 3rd
 Light SE, trades
 2 am. Crossed
 Equator; Central -
 line. My 22nd
 Crossing
 Lat 00 = 46 North Long 30 = 08
 Dist 125
 Distance to Equator 2714
 Equator to Horn 5134
 Cape Horn to Equator 4756

 31
 31
 31
 12,604

Wednesday 4th Light
 variable airs from East
 -ward & Calms
 Lat. 1 = 28 Long 30 = 38 Dist 49

Thursday 5th Light variable
 airs & Calms, yarry
 raining - Hatch lots of
 good rain water.
 Lat. 2 = 38 - 30 = 40. Dist 70 North

Friday 6th Fine weather
 light breeze from East
 -ward
 Lat. 3 = 56 Long 31 = 37 Dist
 53

Saturday 7th Fine weather
 light wind from E.
 Lat 6 = 01 Long 30 = 57 Dist 130

Sunday 8th Fine weather
 first light trades. Sather
 part fresh trades
 occasional squall passed.
 two sail bound E.
 Lat. 8 = 16 Long 31 = 17 Dist 159

Monday 9th Strong Trade
 wind

Lat 11 = 01 Long 32 = 28 Dist 180

Feb
Tuesday 10th

Strong trades
Cloudy

Lat 14=07 Long 33=23 Dist 194
Bar 30.11

Wednesday 11th

very strong trades
took in topgallant sails
Bar 30.15

Lat 16=59 Long 34=38 Dist 188

Thursday 12th variable
wind. Main squalls

31
31
31
12

Bar 30.15
Lat 19=23 Long 35=00 Dist 150

Friday 13th Variable winds &
rain squalls. Signalled Eng^y brig
Anna Braunschweig for
Ayr for Dunkirk 40 days out

Lat 21=50 Long 36=05 Dist 153

Saturday 14th Strong trades
frequent squalls.

Bar 30.29

Lat 24=11 Long 37=31 Dist 160

Sunday 15th Strong trades
frequent squalls, heavy head
sea, quantities of Gulf weed

Lat 26=40 Long 38=42 Dist 136 Bar 30.20

Monday 16th Fine weather, light
variable wind. Signalled Eng^y
ship "American" 90 days from
Glenella for London, Italian
brig in company -

Lat 27=07 Long 40=33 Dist 111 N.W.
Bar 30.26

Tuesday 17th Fine weather.
light wind from various quarters
Ship still in company -

Lat 27=23 Long 41=01 Dist 33

Ship

Cr 69,254.02

Dr 20,290.51

41 48,963.51

12,240.87

4,373.51

16,614.38

3,174.66

13,439.72 Insurance &c

12,665.74 note & interest

\$ 773.98 due me

200 " Check

" 573.98 Balance

10,660.00

2,005.74

Note
interest

~~7,323.26~~

12,665.74

17th Novr. 1874 The
present insurance
runs out \$10,000
which is not paid for.
The 2 years previous is paid

Notes
on Bark "Oasis"
Sept. 1876

Estimate yearly Expense

480	Capt.	}
108	Mate	
84	2 nd do	
144	Cook & Steward	
312 - 8	A. B's.	
66 - 2	O.S.	
48	2 Boys	}
1242	Carpenter	
72		}
1314	Provisions	
470	Chandlery	
280		
2064	Insurance	
800		
<u>2864.</u>		

365 / 3000. (8 per day)
2920
080

4 months time £ 1000.
Cardiff Exp. 320
Rio 360

Freight

1680
1900

Profit by
going for Coal at 22¹/₂ Callao
instead of going to
in ballast

220

Wednesday 18th Febr 1880
NW, Fresh wind from
Lat 29=33 Long 39=39 Dist 150
Bar 30.15

Thursday 19th Strong wind
from NW, very bad sea
running
Lat 31=08 Long 38=11 Dist 120

Friday 20th Strong wind from
NW very bad sea running
upper topsails in, making a
writing Desk, Carpenter making
a bracket for Chronometer &
my Sextant -
Lat 31=28 Long 36=59 Dist 67 E. N.E.

Saturday 21st Fresh wind
light rain squalls, At 8 PM,
tacked to NW,
painting white inboard
Lat 33=11 Long 36=05 Dist 108 N. by E.

Sunday 22nd Fine weather
light variable airs & Calm
Lat 33=12 Long 36=22 Dist 12 W.

Monday 23rd Fine weather
variable wind - light
Lat 34=01 Long 35=52 Dist 61
Bar 30=40

Tuesday 24th Fine weather
light wind from Eastward
Painting ship inside
Carpenter finished Chrono
bracket
Lat 35=44 Long 37=04 Dist 16 N. by E.

Wednesday 25th Fine weather
fresh breeze, Easterly -
Lat 38=43 Long 37=55 Dist 181

1880
Thursday 26th Fine weather
fresh wind from Eastward
Painting
Lat 41=⁴¹ Long 37=05 Dist 175'
Bar 30.58

Butchered a sheep weighing dressed 46^{lb}
Friday 27th Fine weather
light wind from Eastward
A ship in Company we out
sail her
Lat 43=53 Long 37=14 Dist 132' N.
Bar 30.14

Saturday 28th Light variable
wind rain showers
several sail in Company
wind sprang up from
SW, Caulking Cabin
Lat 44=59 Long 35=43 Dist 94'
Bar 30.14

Sunday 29th First moderate
wind from SW, latter part
Strong wind from NW, several
sail in Company we out sail
them
Lat 46=19 Long 35=13 Dist 202'

Monday 1st March 1880
Strong wind from W.
& NW, bad sea running
Lat 47=36 Long 26=00 Dist 225' E. N.E.

Tuesday 2nd Strong
gale from SW, sending
under reefed fore sail
Thick & stormy -
Lat 48=57 Long 20=52 Dist 213'

Wednesday 3rd Strong gale
from W. S.W, latter part moderat-
ing made sail in Company took
Amie Tarp
Lat 50=03 Long 17=40 Dist 145'

Thursday 4th Fresh breeze from
NW & S.W. Signaled Eng' Bark
Aakhusst sailed 8 days before
us from Frisco
Lat 50=34 Long 12=47 Dist 195'

1880
Friday 5th Fresh wind from
S.W. & thick haze. at time
partially clear. at 4.30 P.M.
made Walter's light vessel
at 6 P.M. made Tuskar
light
Lat 52 = 46 Long 8 = 01 Dist 235 -

Saturday 6th at 8 Am
passed Holyhead blowing
heavy gale from S.W.
at 10 o'clock air got
Liverpool Pilot at 7
P.M. anchor in the Mersey
Capt Musau's comes on
board brings letters &c

4. 1 5th 1880

123.18

16-19

14.12

86.28

135-0

15-0

675-00

135-0

99.88

224/2025-090
2016
90

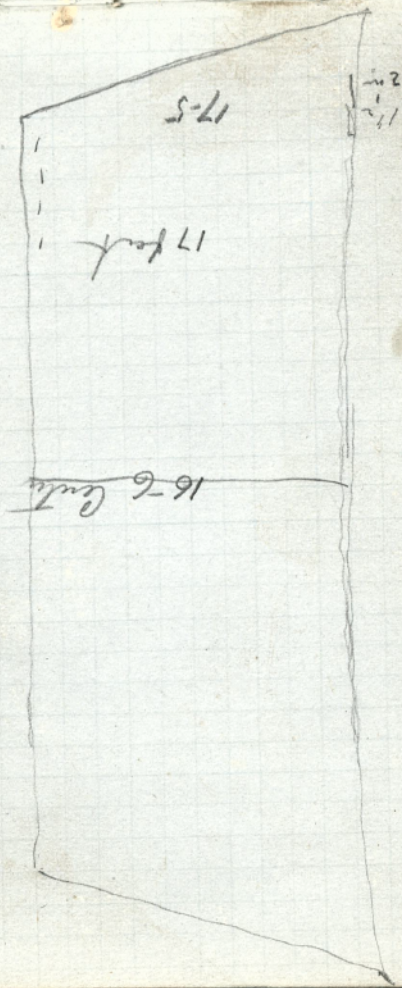
128.31

79.68

111.90

61.89 4p

New Topsoil



52 Kilo 15.60
 38 9/10 lbs
 Muddy 10 lbs
 Butter .50
 Cheese .50
 Milk 20
 Beans 75
 Beans 40
 Rais 20
 Onion 15
 11.60
 4
 15.60

13.31
 12.75
 75
 5.25
 15
 75
 19.55
 1.10
 4
 4.25
 75
 13.31
 17.67
 Meat
 Mutton 7.14
 Kilo 1.60
 54.14 16.15
 2.65
 50
 2.15
 75
 125-56 2805-
 00
 280

13.11
 1.1.3
 13.0.8
 81104.8
 5.8
 1.10
 1.50
 3.70
 8.8
 2
 4.41
 12.89 = 90
 Meat
 Fat 3.70
 Fat 1.50
 Fat 1.10
 5.8
 81104.8

$\frac{72}{8} = 9$
 $\frac{72}{8} = 9$
 $\frac{72}{8} = 9$

3

10000
 2000

1/2 has 2000

8 mg, one bear of 15 cents

1/6 of one bear

Swat total 4 1.52

42 kg 398
 meat 15

$1 = 14 = 21$
 $1 = 14 = 21$

m 5 16th

"Chomel" Error

8 11 2 1 8
 15 1 1 8

10.8
 1.3.8

574

8 1 1 1 1 8
 1 1 1 1 1 8

9 4 8

10 8
 8 4 8

26
 8
 26

142

for Rice In cash

26 16 = 17. 6. 8

120 13. 37. 5

15 13. 37 1. 63

142 8 17. 6 8

marking 2105

60 120 132 135

26. 5 24. 6 1. 7. 5

30 March 7th

44 44 - 24 = 60 94 44

Orange 13 20

Chicken

1 - 12

Chick

0 95

Chicken

0 - 15

Bananas

1 - 8 7/2

Fish

30

Beer

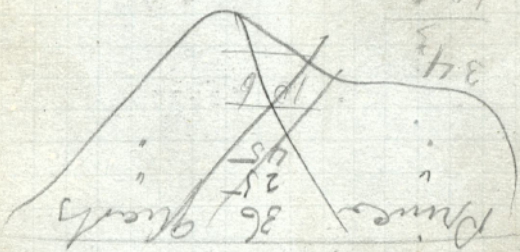
1. 75

24. 74

166

102

34



38

75

37

2850
125
600
38
75

38

50

75/1900

38 75

38 50

48

Peaks - 34
dy or 20

75

27 1/2

330

38/375-019

38

75

75

76 1/2

38 1/2

2/75

5730

66

332 1/2

154

140

70

my weight

2

70

5730
684
684
2 1/2

34 1/2

348 1/2

My

4



